

Intimations.

New Plant!

More Hands!!

Improved Processes!!!

Our Factory has become much too small. Orders have been pouring in like a flood. Our facilities were never so good as they are now. Our capabilities for handling a BIG trade never so complete as at present. Our system never so good. And yet with all this, and increased knowledge arising from previous experience, the flowing tide has so completely swept us along we are well-nigh overwhelmed. New machinery, more hands, and further sub-division of labour are being actively carried out and vigorously pushed forward, and everything else we can do is being done. We shall soon be able to cope with any amount of new trade. Write us.

WATKINS, LIMITED.

Aerated Water Manufacturers.

Hongkong, 30th July, 1901.

COTTAM & Co.

JUST ARRIVED.
THE FAVOURITE SUMMER COLLAR
12 INCH "LEADER"
BATH GOWNS
OVERLAND TRUNKS
Hongkong, 20th July, 1901.

Insurances.

"UNION"
FIRE INSURANCE COMPANY, LD.
(Established 1828).
The undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.
Head Office.

A. R. MARTY, Agent.
Hongkong, 5th July, 1901.
NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSEN & Co.
Hongkong, 28th May, 1901.

KELLY & WALSH, LD.

MANCHURIA: ITS PEOPLE, RESOURCES AND RECENT HISTORY, by A. HOSIE. 5s. 6d.
MORE GALS GOSSIP, by A. M. Binstead. 2s. 6d.
"PEARSON'S MAGAZINE" Vol. XI. ROYAL ACADEMY PICTURES, 1901. 4s. 6d.
H.M.G.M. KING EDWARD VII, by Mrs. Belloc-Lowndes. 4s. 6d.
A TREATISE ON PLAGUE: The Condition for its Causation, Prevention, Incidence, Immunity, Prevention and Treatment, by Major George S. Thompson and Dr. John Thompson. 4s. 6d.
CINDERELLA, by S. R. CROCKETT. 5s. 6d.
Distaff, by Marie Rodziewicz. 2s. 6d.
The Lost Regiment, by E. Granville. 2s. 6d.
Prince Rupert the Buccaneer, by C. J. Cutcliffe Hyne. 2s. 6d.
The Adventurer, by Louis Beche. 2s. 6d.
The Real Malay, by Sir P. A. Swettenham. 2s. 6d.
PRINTS OF H.M. KING EDWARD VII. and H.M. QUEEN ALEXANDRA. Price 75 cents each.
Hongkong, 6th August, 1901.

OLD MATURED JOHN WALKER WHISKEY,
FROM THE FAMOUS KILMARNOCK DISTILLERY.
THE FAVOURITE WHISKY IN THE OLD COUNTRY.
ASK FOR IT!
Hongkong, 22nd July, 1901.

A. CHEE & Co.

17A, Queen's Road, Central.
ESTABLISHED 1859.FURNITURE DEALERS.
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.
Hongkong, 25th July, 1901.

WILLIAM POWELL, LIMITED,
GENERAL DRAPERS AND GENTLEMEN'S OUTFITTERS

Are now showing a large and varied stock of SUMMER DRESS MATERIALS, SILKS, RIBBONS, LACES, HOSIERY, GLOVES, &c. MILLINERY.
Latest London and Paris Fashions constantly arriving, inspection invited.

To-day's Advertisements.

THEATRE ROYAL, CITY HALL.

TO-NIGHT! TO-NIGHT!

AUSTRALIAN VAUDEVILLE CO.
IN ANOTHER COMPLETE CHANGE OF PROGRAMME, THE BEST AND BRIGHTEST ENTERTAINMENT EVER BROUGHT TO THE EAST.

PROFESSOR W. A. DAVIES } The Popular Illusionist will show how modern GHOSTS are RAISED, a most bewildering spectacle.
(Miss) Our Charming Soprano BEATRICE WARDE. (Beatrice Warde) Australia's Favorite Comedienne and Character Artist.
Miss PRISCILLA VERNE } The Little Man with a Big Voice.
Miss ANNE MOORE } Our Little Cyclone.
Miss ANNE MOORE } The Dainty Servo and Dancer.
Mr. W. H. HORLEY } The Champion South African Leaper.
Mr. W. F. CULLEN, Miss JESSIE FORDE, Miss RUBY MOORE, THE SISTERS LINWOOD.
HON PLAN now Open at ROBINSON PLANO Co.

PRICES:—5s, 2s, 1s.
Soldiers and Sailors in uniform half-price to Back Seats only.
NOTE.—A Special Tram will leave every Evening 15 minutes after fall of curtain.
Doors Open 8 P.M. Opening 9 P.M.
Mr. J. FRANK FINLAY, Business Manager.
Mr. W. H. BROWN, Representative.
Hongkong, 8th August, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship

"PERLA."
Captain J. McArthur, will be despatched as above on SATURDAY, the 10th instant, at 3 P.M.
The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.
A Doctor is carried.
For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.
Hongkong, 8th August, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAITAN."
Captain Roach, will be despatched for the above Ports, on SUNDAY, the 11th instant, at 9 A.M.
For Freight or Passage, apply to DOUGLAS LAFFRAIK & Co., General Managers.
Hongkong, 8th August, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"KUMSANG."
Captain Butler, will be despatched as above on WEDNESDAY, the 14th instant, at Noon.
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 8th August, 1901.

PRINTS OF H.M. KING EDWARD VII. and H.M. QUEEN ALEXANDRA. Price 75 cents each.
Hongkong, 6th August, 1901.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions from The Captain Superintendent of Police to Sell by PUBLIC AUCTION, ON FRIDAY, the 16th August, 1901, at 11 A.M., at the CENTRAL POLICE STATION, 3,200 CARTRIDGES for small arms, 8,200 EMPTY SPORTING CARTRIDGE CASES, 3,400 PERCUSSION CAPS (small boxes), 885 REVOLVERS, 138 PISTOLS, 40 WINCHESTER RIFLES, 870 RIFLES (Muskets and Carbines), 7 FOWLING PIECES, 3 CWT. of NIPPLES for Muskets, a quantity of BAYONETS, 116,455 CARTRIDGES for Rifles, Revolvers, &c. (stored in cases at the Government Depot, Stonecutter's Island), 311 MUSKETS, 12 CARBINES, 48 RIFLES, 4 PISTOLS, 8 OFFICER'S SWORDS, 233,150 ROUNDS of CARTRIDGES for small arms, and 3 cases CARTRIDGES for small arms, (stored at the Government Depot), CONDITION OF SALE:—

The above will be sold only to those who hold licences to deal and trade in arms and to those having licences to carry or possess arms.
TERMS:—As Usual.
HUGHES & HOUGH, Government Auctioneers.
Hongkong, 8th August, 1901.

BY ORDER OF THE MORTGAGEES.
PUBLIC AUCTION.

MR. GEO. P. LAMMERT will Sell by PUBLIC AUCTION, at his OFFICES, DUNDRELL STREET, on FRIDAY, the 23rd August, 1901, at 3 P.M. THE VALUABLE LEASEHOLD PROPERTY, situated at SHAUKIWAN in the Island of Hongkong, consisting of Shaukiwan Lots Nos. 18, 19, 20, 21, 22, 23, 125 and 385, which are held as to Lots Nos. 18, 19, 20, 21, 22, 23, and 125 for the residue of several terms of 999 years and as to Lot No. 385 of the residue of a term of 75 years.

Particulars and Conditions of Sale, may be obtained from Messrs. DEACON & HASTINGS, 10, Queen's Road Central, Vendor's Solicitors, or Mr. G. P. LAMMERT, The Auctioneer.
Hongkong, 8th August, 1901.

WANTED.
AN EXPERIENCED LADY MANAGER for CRAIGIEBURN HOTEL. Apply by Letter, stating experience and enclosing copies of Testimonials, &c., to THE MANAGER, CRAIGIEBURN HOTEL, Hongkong, 8th August, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship

"KUMSANG."
having arrived from the above Ports, Consignees of Cargo by letter are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 P.M. the 10th instant, will be landed at Consigners' risk and expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.
Hongkong, 8th August, 1901.

WINE AND SPIRIT MERCHANTS.
SCOTCH WHISKY.

WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY.
E BLEND.
Pronounced by Connoisseurs to be the BEST BRAND in the FAR EAST.
Per Dozen \$15.00

The following Blends are also recommended, and are unpassed in quality:—
A.—PHOENIX BLEND \$10.80
B.—GLENROCHY MELLOW BLEND, a fine "Soda" Whisky of great age... 10.80
C.—ABELLOUR-GLENLIVET... 12.00
D.—H.K.D. BLEND of the Finest Old Malt Scotch Whiskies... 14.40
A. S. WATSON & CO. LIMITED, THE HONGKONG DISPENSARY

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 8, 1901.

NOTES AND COMMENTS.

Cleanliness.
We have frequently pointed out the great necessity which exists for a periodic cleansing of Hongkong. We have now and again published an account showing the filthy state of the place and we have been told by Government that we lied or exaggerated. Because Mr. MAY could not, or would not, see dirt where we said it existed, we were given the lie direct, and so on *ad infinitum*. But notwithstanding all this it appears that the Government really thinks that a certain amount of cleanliness is necessary. They apparently admit that the place wants cleaning, but they don't want to be told so by the Press. If the Press says the town is dirty it must be contradicted, for our Government, as represented by Messrs. MAY and CHATHAM, would have the Press muzzled so that it could only approach subjects on which they had already reported and act as a sort of mild echo to their "expert" reports and opinions.

However, we seem to have done some good, for the Government are now taking up the question of a thorough periodic cleansing of the Chinese quarter of the City and the matter is to be laid before the Sanitary Board this afternoon. The Government has also, apparently, come to the conclusion that it is hopeless to attempt a thorough cleansing unless it can be so arranged that the Chinese will assist instead of obstructing, or remaining passive, hence the matter is now to be thrashed out. What the Government now affects to have found out is a fact that we have been trying to drum into its mind for a long time. We have said that if things were done in a reasonable and sensible manner the Chinese would assist, and now the Government is presumably going to try and discover how to reach this much desired end.

If the Chinese are consulted, and listened to patiently, we have no doubt but that a periodic cleansing scheme can be put through with success. Let the time for cleansing be arranged to suit their convenience, and not that of the Sanitary Board, and all will go smoothly. As we have often pointed out, a little consideration in these matters is never wasted. If the Chinese see that they are not being treated in an arbitrary manner they will come to the help of the authorities and all will be well. If they are ignored they will remain passive, or offer opposition, and no good will be done.

REUTER'S TELEGRAMS.
ENGLAND AND GERMANY.
LONDON, August 6th.
The English and German press refer to the common mourning again uniting the two peoples.

BRITISH SOUTH AFRICA.
Commandant Fouché attacked the Aliwal refugee camp, numbering in all 689 male refugees, who, with the exception of four, declined to join his command.

The peace movement is spreading rapidly among the refugee camps in the Orange River Colony.

THE LATE EMPRESS FREDERICK.
The death of the Empress Frederick has evoked widespread sympathy with King Edward and the German Emperor.

The Australian Parliaments have voted addresses of condolence.

THE NAVAL MANOEUVRES.
The Naval manoeuvres have closed with an important battle off the Lizard. The result has been referred to the umpires.

ENGLAND AND CHINA.
Sir Ernest Satow, British Minister at Peking, has notified his colleagues that England is unable to sign the Protocol. The reasons are not stated.

WEATHER REPORT.
The Observatory report says:—
On the 8th at 12.5 p.m. the barometer has risen on the China coast, fallen in the South. Pressure is high over the E. coast of China, and a trough-like area of low pressure probably extends over the N. part of the China Sea and the Pacific to the Eastward. Gradients moderate to slight for E. winds on the China coast, and for S.W. winds over the middle part of the China Sea. Forecast:—Moderate E. winds; fair to showery.

LOCAL AND GENERAL.
THE English Mail of the 6th July was delivered in London on the 5th instant.

Mr. G. Girault has just received a splendid assortment of biscuits from the best firms of England and France. They are now on sale.

It appears the Sanitary Board officials have been looking after the enforcement of the lime-washing bye-law. Two hundred and seventy-seven houses have been cleansed in a fortnight.

It is rumoured that the next declaration of dividend by the Dock Company will be \$9 per share, writing off \$250,000 and carrying forward \$250,000. There has been a fair amount of speculation on the assumption of a \$12 div.

THE *Bangkok Times* says the *Koh-si-chang* arrived at Bangkok on the 26th ult., bringing upwards of 800 coolies from Siam. At Hongkong a coolie dropped dead as he was coming on board, in consequence of which the ship was put in quarantine for five days, the passenger from Swatow to Bangkok occupying in all sixteen days.

THERE is a saying that when an Englishman goes abroad he is an Englishman still, that when a Scotsman goes abroad he is a Scotsman still, but that when an Irishman goes abroad he becomes a policeman. This is as good as the classic witicism, "An Englishman is never happy unless he is miserable; a Scotsman is never at home unless he's abroad; and an Irishman is never at peace except when he is fighting."

We hear that the *Haimun* has simply gone on the mud at Tamsui. The anchorage there is so dangerous that, on the approach of bad weather, the ships move close in and tie up to friendly trees or special buoys. The *Haimun* had an excellent berth, only the tide was extra high, hence she took the mud and could not get off again. She is in a perfectly safe position and will come off undamaged with the next spring tide.

THE survey vessel *Rambler* arrived at Colombo on the 21st ult. from Europe for the Straits and China, and sprang a leak there which gave some trouble before it was repaired. The *Rambler*, which has not been docked for years, is twenty-one years old. After her last survey in the West Indies, she was found to be in a bad state, and on the way out to Colombo was temporarily repaired at Malta. She was to leave Colombo on the 25th ult.

THE *Manila Times* of the 1st inst. says:—Reports from the Provinces of Laguna, Batangas and Cavite, prove most gratifying in the results accomplished by the Sanitary Board in their war of extermination by means of microbe inoculation of the locust pest. The rapidity with which the locusts are dying off in these localities makes a remarkable showing, and it is to be hoped that their speedy extermination in the adjoining provinces will follow.

A CONTEMPORARY says:—Here is one very curious result of the South African war, which has taken and kept away so many Society men from their English homes during the last couple of years. There are no less than a hundred and eighty-seven divorce cases down for the coming Term in London, as against eighty-five for the same Term last year. This is a very big jump, and suggests considerable food for thought as to the moral state of London Society during the present era of free thought and free action.

AT an executive meeting of the Civil Commission on the 25th ult. Commissioner Worcester presented a communication forwarded through military channels from Major Meacham, Health Officer, of the City of Manila, requesting an appropriation of \$2,500 for the purpose of offering one and one half cents gold each for all rats produced, dead or alive, for destruction in the crematory, in order to avoid the spreading of the bubonic plague through the disease of these rodents, the communication showing that this is a recognized method of reducing the spread of plague. A further appropriation of five hundred dollars was requested for the purpose of traps, drugs and other means of capturing and killing the vermin. The resolution passed.

We cannot congratulate the Government upon the new road metal which Mr. Ormsby discovered and introduced. Apparently the whole of Queen's Road West has been laid with it, and the new road roller seems to make no impression upon it. A ride to the Sailor's Home is now a fearful undertaking, for your teeth are kept on the rattle the whole time and your liver and internal arrangements are now and again jerked up to your head by the violent bumps of the ricksha into ruts of varying depths. This may be good for the public by keeping their livers in order, but it is not pleasant. We think that the sooner the P.W.D. gets someone out who knows how to lay a road and keep it in repair the better it will be for the Colony at large.

AN American paper reports a remarkable case tried in North Carolina. A man was walking along a railroad track on his way to a turkey blind, with a double-barrel shot-gun loaded with turkey shot; a fast express train came along and the man stepped to one side. A little scrub North Carolina bull at the same time stepped on the track, the engine struck the bull, threw him 20 or 30 ft. hitting the man and throwing him in a pond of water, which saved his life; his gun was thrown from his hand, discharged, killed one cow and fatally wounded another. Result: the man sued the railroad company for damages for being hit by the bull, claiming that the railroad company had negligently and carelessly thrown a bull at him, doing him serious bodily injury. The owner of the cows sued the man for killing his cows. The Court decided that the railroad company could not be held to have anticipated such an accident and, therefore, decided that case in favour of the railroad company, but decided that the owner of the cows recover \$100 for the loss of the cattle.

MR. PLOWDEN at Marylebone the other day caused some amusement by the way in which he dealt with a young married couple named Stimson who had differed and separated.

Less than three years ago they married and went to live in the house of the young woman's mother, but he soon left her.

The Husband's Solicitor: You were fifteen, and your husband eighteen years of age when you were married? Yes.

Mr. Plowden: From the Board school to the church.

The Solicitor: Don't look at the defendant, look at the magistrate.

Mr. Plowden: Oh, yes; let her look at him; he is her husband. Can't these children make it up?

The Solicitor: The young man won't go back to live in the house of his mother-in-law.

Mr. Plowden: Let the case be adjourned to enable them to make it up. A little more experience of married life will do them good before they invoke the aid of the law. I am sure the wife is unhappy without him; she is dying for his society. I see the mother-in-law is in court. Now, you young people go out of the court together on that side, and you, mother-in-law, leave on the opposite side.

As the parties took their departure in the manner directed, the public in court laughed heartily.

We are very pleased to be able to contradict our report of Captain Cobban last night. Mrs. Cobban informs us that she received a wire from Manila stating that Captain Cobban arrived there on Sunday, the launch only taking four days for the trip. The Agents of the launch, who were without news of her arrival, will doubtless be pleased to hear this.

THE *Stam Observer* of the 27th ult. says:—We are sorry to learn that Mr. von Delden, the popular Consul General for the Netherlands, will not remain long in Bangkok. We understand he leaves in December next. This seems a pity as we consider Mr. von Delden the most sensible and able representative the Netherlands has had in Bangkok for a very considerable time past.

WATER POLO.
The V. R. "C" team will play the R. A. 25th Co. S. D., in the second round of the Hongkong Water Polo Shield Competition, at the V. R. C. Kowloon, at 5.45 p.m. sharp.

The following will play for the V. R. C. "C" team:
Goal:—F. D. Bain.
Backs:—R. Lapsley, C. E. A. Hance.
Half-backs:—F. Jorg.
Forwards:—A. J. Humphreys, A. E. Alves (Capt), N. H. Alves.

AT THE MAGISTRACY.

We are unable to give the usual interesting list of cases of no importance. Mr. Hazeland is presiding in the larger court on a case of alleged manslaughter, which will take all day, and the result of Mr. Kemp's morning's work we could not find. Our representative went all round the rabbit warren, which is dignified by the names of "offices" and struggling through the throng of burly policemen, defendants waiting to pay their fines; looking through the litter of papers covering the desks, inquiring of this clerk and that, meanwhile dodging the dirt from the fireplace and avoiding the drippings from the filter, at last reckoned it was not the game it was cracked up to be and gave it up as a bad job. Hence the *Telegraph* is not able to chronicle the weighty events that occupied the time of Mr. Kemp.

INFANT MORTALITY.

The Sanitary Board having requested that the Captain Superintendent of Police and the Registrar General be requested to more strictly enforce the law bearing on the registration of births, the following reply from the Government was laid on the table at this afternoon's meeting of the Board:—
"In reply to your letter No. 128, of the 12th ultimo, I am directed to inform you that the Registrar General will issue a notice calling attention to the law bearing on the registration of births, and will instruct the District Watchmen to bring to notice cases of its infraction, while the Honorable the Captain Superintendent of Police will instruct the Police to endeavour to obtain evidence on which to prosecute cases of infraction."

QUARANTINE.

The following notifications were issued yesterday in the form of a *Gazette Extraordinary*:—

GOVERNMENT NOTIFICATION.—No. 425.
It is hereby notified that information by Telegraph has been received from the Government of the Straits Settlements that the prohibition of Chinese immigration from Hongkong has been removed, but that quarantine is maintained.

By Command,
J. H. STEWART-LOCKHART,
Colonial Secretary's Office,
Hongkong, 7th August, 1901.

GOVERNMENT NOTIFICATION.—No. 426.
The following letter from the Government of Bengal is published:

By Command,
J. H. STEWART-LOCKHART,
Colonial Secretary's Office,
Hongkong, 7th August, 1901.

No. 1,327 Marine.
GOVERNMENT OF BENGAL,
Marine Department.

From C. B. Badley, Esquire, Assistant Secretary to the Government of Bengal, To the Colonial Secretary, Hongkong.
Dated Calcutta, the 5th July, 1901.
Sir,—I am directed to state, for your information, that information having been received of the outbreak of plague in Tongkah South of Victoria Point, in Siam territory, Tongkah has been declared an infected port and the regulations prescribed in this Government's Notifications Nos. 36 Marine and 85 Marine dated respectively the 18th March, and 8th July, 1901, will be enforced at all the ports of Bengal Presidency against vessels arriving from Tongkah.

I have the honour to be, Sir,
Your most obedient servant,
EDW. S. WENGER,
for Assistant Secretary.

THE PLAGUE.

Number of cases reported (Chinese) 1,528 up till noon of the 7th Other Asiatics 51 August, 1901 Europeans 31
Number of cases reported (Chinese) 1 during the past 24 hours Other Asiatics 0 Europeans 0

Total number of cases reported to date, 1,611

Number of deaths reported (Chinese) 1,493 up till noon of the 7th Other Asiatics 34 August, 1901 Europeans 11
Number of deaths reported (Chinese) 1 during the past 24 hours Other Asiatics 0 Europeans 0

Total number of deaths recorded to date, 1,539

Since noon on Saturday last the cases and deaths are:—
Cases Chinese 7 Other Asiatics 0 European 0
Deaths Chinese 8 Other Asiatics 0 European 0

The plague returns for last week were:—
Cases 1,528 Deaths 1,493

Miss Herbst and Master Mackenzie leave the Kennedy Town Hospital to-day, having recovered from their attack of plague.

Master Slavers is improving, his temperature being down to 100° this morning.

THE AUSTRALIAN VAUDEVILLE COMPANY.

Another good crowd filled the City Hall last night and seemed to thoroughly enjoy themselves. Professor Davis gave a manifestation of spiritualism, very neatly done under the eyes of a committee drawn from the audience. Mr. W. H. Horley came out of his shell last night and gave a taste of his quality. His second act was exceedingly good, reminding us of the old days when he was showing in Coolgardie, Western Australia. Miss Priscilla Verne, Miss Beatrice Wardle, Miss Annie Moore and Mr. Sam Rowley all were accorded hearty encores to each of their songs and worked hard for the amusement of all. The last nights of this Company are announced, so all must hurry up to see this bright and entertaining troupe.

THE SECOND GYMKHANA MEETING.

The second meeting to be held at Happy Valley at 4.30 p.m. on the 12th Saturday is fairly certain to be a big success. A good programme of sporting events is provided and no doubt a large crowd will witness the races. It would be shameful to Hongkong if the efforts of the Committee to provide a good afternoon's outing were not endorsed by a bumper attendance. Mr. Godfrey C. C. Master, the Hon. Secretary, has left no stone unturned to make the meeting a record one and is rewarded by the number of entries received. The events number seven in all and, strange to say for a Gymkhana Meeting, are all of interest and if it is possible to raise a little enthusiasm in a Hongkong body this meeting should do it. We print the programme in full so that everyone can see what to expect and to-morrow shall give our predictions. We repeat, we hope there will be a record attendance as the programme deserves it. Showing to what lengths the committee have gone, light refreshments will be provided in the stand on the top of the *Pari Mutuel*. This is not being done by any particular Mess but by the committee arranging the meeting.

The following is the programme of the Second Gymkhana Meeting, 1901 season, to be held on the Race Course, Happy Valley, commencing at 4.30 p.m. on Saturday, 10th August, 1901, (weather permitting).

Under the patronage of His Excellency Sir Henry Arthur Blake, G.C.M.G.; His Excellency Major General Gascoigne, C.M.G.; Commodore F. Powell, R.N.

Committee.—The Hon. J. J. Bell-Irving, The Hon. C. P. Chater, C.M.G.; Colonel Colford, D.A.A.G.; W. A. Cruickshank, Esq.; V. A. Cesar Hawkins, Esq.; Major Kettlewell, 22nd Pombay Inf.; Capt. Loring, R.A.; G. C. C. Master, Esq.; The Hon. F. H. May, C.M.G.; Capt. Des Vaux, R.E.; H. P. White, Esq.

Judges.—The Hon. J. J. Bell-Irving and H. P. White, Esq.

Hon. Treasurer.—W. A. Cruickshank, Esq.

Hon. Secretary.—Godfrey C. C. Master.

By kind permission of Colonel the Hon. R. H. Burtie and the Officers, R.W.F., the Band of the Regiment will attend.

EVENTS.

1.—**FIVE FURLONGS HANDICAP.**—For all ponies measuring 14.2 and under. Four to start or the race to be declared void. First prize, \$50, second prize, \$15.

Mr. David's Loyalty, b.g. 11st 5lb.

Mr. Gunner's Favorite Rose, br.m. 11st 1lb.

Mr. Master's Esau, b.g. 11st 0lb.

Capt. Warren's Kangaroo, b.g. 10st 12lb.

Capt. Warren's Croquet, b.g. 10st 5lb.

Hon. T. H. Whitehead's Mary, br.m. 10st 8lb.

Hon. F. H. May's Lincoln, rest 0lb.

Mr. Master's Sparklet, 9st 8lb.

2.—**DOG RACE.**—For all dogs, large and small. First prize, \$5, second \$4. No entrance fee. Six dogs to start or no race.

3.—**LADIES' NOMINATION.**—Competitors to line up at the starting-point, ponies with bridles only. At the word "Mount," competitors to ride round a post in the centre of the course, leaving same on left hand; dismount at a given spot, there pick up a fan, and then remount. First past the post with fan in hand wins. No one, other than the rider, to touch his pony after he has appeared on the course. Any competitor touching the post to be disqualified. Six competitors or no competition. Prizes presented by Godfrey Master.

Mr. W. A. Cruickshank nom. Mrs. Hawkins.

Mr. G. W. Gegg nom. Mrs. Lee.

Capt. Loring, R.A. nom. Mrs. Palmer.

Mr. F. H. Lyon, R.N. nom. Mrs. Dickson.

Hon. F. H. May nom. Mrs. Tooker.

Mr. E. C. Pontifex nom. Mrs. Master.

Mr. W. O. Sanders, R.A. nom. Miss Hartigan.

Capt. Des Vaux, R.E. nom. Mrs. Saunders.

Mr. M. D. Wall, R.A. nom. Miss Hutchings.

Capt. Gwynne, R.W.F. nom. The Hon. Mrs. R. H. Burtie.

Capt. S. Jones, R.W.F. nom. Miss B. Hutchings.

Mr. H. A. Macintyre nom. Mrs. Craddock.

4.—**TENT PEGGING.**—Two turns each at three pegs. The competitor who carries the greatest number of pegs wins. Six competitors or no competition.

Capt. Cadogan, R.W.F. Capt. Des Vaux, R.E.

Mr. Cruickshank Capt. Warren, R.E.

Mr. J. Hastings Major Williams, A.S.C.

Capt. Loring, R.A. Mr. Woodgate

Capt. Taylor, 3rd M.L.I. Capt. Gwynne, R.W.F.

Mr. E. M. Bishop.

5.—**SMALL DOGS RACE.**—For all dogs belonging to Sailors, Soldiers or Police which two Members of the Committee pass as "Small dogs." First prize \$8, second \$4. The winner of the previous dog race not eligible to start. Six dogs to start or no race.

6.—**LADIES' NOMINATION.**—Competitors to line up dismounted. At the word "Go" to mount and ride round two posts, leaving each on the left hand, then through a paper screen and past the winning post. The posts to be kept on the left hand when rounding. Any competitor touching a post, backing his pony through the screen, or dismounting to be disqualified. No whips, sticks, or spurs allowed.

Six competitors or no competition.

Mr. Cruickshank nom. Mrs. Dickson.

Captain Loring, R.A. nom. Mrs. Palmer.

Mr. F. H. Lyon, R.N. nom. Miss Hartigan.

Hon. F. H. May nom. Mrs. Tooker.

Mr. W. O. Sanders nom. Mrs. Playfair.

Captain Des Vaux, R.E. nom. Mrs. Hawkins.

Mr. M. D. Wall, R.A. nom. Miss Hutchings.

Captain Warren, R.A. nom. Miss B. Hutchings.

Mr. H. Macintyre nom. Mrs. Craddock.

7.—**THREE-QUARTERS OF A MILE HANDICAP.**—For all Waters, Arabs and Country-breds. No restriction as to height. Four to start or the race to be declared void. First prize presented by W. H. Cruickshank, Esq., second \$15.

Mr. David's Loyalty, b.g. 11st 5lb.

Mr. Gunner's Favorite Rose, br.m. 11st 1lb.

Mr. Master's Esau, b.g. 11st 0lb.

Capt. Warren's Kangaroo, b.g. 10st 12lb.

Capt. Warren's Croquet, b.g. 10st 5lb.

Hon. T. H. Whitehead's Mary, br.m. 10st 8lb.

Hon. F. H. May's Lincoln, rest 0lb.

Mr. Master's Sparklet, 9st 8lb.

THE GREAT FIRE AT FOCHOW.

The Echo of the 27th ult. gives the following account of the disastrous fire which occurred at Fochow on the 26th ult.:

A fire broke out at about 1 o'clock yesterday afternoon in the centre of the foreign business quarter which proved to be most serious in its consequences. Commencing in a shoe-maker's shop it spread to the largest rice shop in the street and, a high wind blowing at the time, it was not long in burning the rest of the shops in the street as far as Messrs. Gilman & Co.'s godowns to the eastward, and completely gutting the premises of Messrs. John Gittins & Co., Messrs. Odell & Co., Messrs. Robert Anderson & Co., Messrs. Fraser, Ramsay & Co., Messrs. F. Cave-Thomas & Co., the old E. Lee Hong, Messrs. John Gittins & Co.'s late Hong, and the Chartered Bank offices. Messrs. Gilman & Co.'s offices were burnt down, but their godowns escaped. By 6 o'clock the fire was practically over, but the destruction of property occasioned by it during these five hours was terrible. The loss of property is estimated at about \$300,000. Occurring at this season of the year it will be a great inconvenience to those firms who have been affected by it.

There were some extraordinary escapes from this fire. Messrs. Sutherland & Co.'s Hong, situated not far from the burning shops in the river-side street and closer still to the offices of Messrs. Odell & Co.'s which were all ablaze, were not touched. And then Messrs. Siemens & Kuhn's premises. Mr. Siemens thought that they were no longer threatened when the street fire was arrested by Messrs. Gilman & Co.'s fire-wall on the south side of the street, when suddenly a large burning Ningpo junk stranded to the eastward of Messrs. Gilman & Co.'s offices, which were on the north and river side of the street, placing his Hong in jeopardy, for the wind and flames were playing direct on to his Hong, but the wind changed suddenly and his property was saved.

We learn of many harrowing details which most interest our readers. One we will mention to show what risks the Chinese will run in their greed of gain. On the roof of a small godown beneath the larger building in Messrs. Fraser, Ramsay & Co.'s premises some twenty men were seen by a party of foreign ladies and gentlemen from a close point of vantage, hanging along goods by which they hoped to profit, when suddenly the wall of the larger building fell on them. Six were seen to come out, the others probably were killed or were too seriously wounded to move. Certain it is that an early hour in the afternoon we heard of many cases of fractured limbs and burnt bodies having been taken to the Fochow Native Hospital. Then the ordinary looters, no doubt a bad lot always present at fires, fared badly at the hands of the soldiers. The whole street was teeming with them.

A JAPAN TEA-MAN'S SOLILOQUY.

The proposed Tea Trust is responsible for the following lines by some unknown tea-master, beg pardon, we mean poetaster, in the *Japan Herald*:

"Tea Trust, or no Tea Trust? that is the question. Whether it is wiser for us all, to suffer

The kicks and claims of exacting jobbers, Or to combine and ship 'em what we please Oblivious of their groans. To taste—to smell, No more, but lie in chairs and smoke,

Or go to Nikko like the Diplomats, And let experts and the Japanese Do what they do—I well please.

'T is a consummation devoutly to be wished. To smoke, to sleep—to sleep, perchance to dream!

Ay, there's the rub, for in that sleep What dreams may come, of Ceylon Teas And China Greens, out-knocking fair Japans?

And then to wake and find that "Trust," And "Bust" have rhymed, and all our hard won

Trade has vanished. Then the sad Tea Man Will his quietus make with a bare tea spoon! Who would not join a Trust, than grant and sweat

At matching teas that never can be matched. But that the fear of something by and bye: That plausible promoters may depart and seek The undiscovered country, from whose boume They never will return,—puzzles us, all.

And makes us rather bear the ills we have, Than fly to others that we know not of.

THE CHINESE CONSUL AT MANILA.

On Sunday last there arrived in Manila a person whose presence caused many a flutter in the breasts of the Chinese officials in Manila, says the *Manila Times* of the 1st inst. Though not striking or impressive in appearance, yet by virtue of a commission from Minister Wu, of the Washington Legation, he wielded an influence most potent; on the report to his superior, hangs the fate of the Chinese Consul and that individual's official life or death.

The causes which have led up to the present state of affairs are somewhat obscure or general, at least to an American. When questioned on Tuesday by a reporter, the Chinese were more or less reticent. Mr. Platt, the attorney for the Chinese Consul, was likewise secretive. By piecing together the various statements however, as obtained from about a dozen different sources, the conditions appear to be as follows:

For some time there have been differences and petty disputes between the Cantonese and the Fokienese, or men from Amoy and Fochow. Naturally these are reflected more or less largely among the officials, and the complexion of the consular staff affords a matter for jealousy. If the Consul be a Cantonese, then the Fokienese think they are slighted or persecuted, and vice versa. These troubles have lately been coming to a head, and charges and counter-charges, mostly culminating round the head of the consul, have been hurled, many of them carrying as far as Washington, and causing a stir in the Legation there. Regarded specifically, these charges take the form of complaints of "squeeze-pidgin" and other devices of extortion common among Celestials. One Chinese who is engaged in business and exceedingly well read, went so far as to allege that the present consul had paid Li Hung-Chang one hundred thousand dollars for his present post, and that he was now trying to reimburse himself for what so far had proved a losing investment. This gentleman further said that at one time the consul had tried to frighten or coerce the poor Chinese into paying him a dollar for each cedula, with the threat that unless the cedulas had his signature, or had at least been passed upon or sanctioned by him, the native police would throw the cedulas holders in jail. These charges, while suggestive of "the pipe," yet doubtless contain a modicum of truth. They are substantiated to a certain extent by the general admission on the part of the Chinese that the consul has been given to sharp practices, occasionally reaping where he had not sowed. Even the Fokienese, to which clan the consul belongs, censure him in this respect.

Other accusations which are made, allege a lack of interest in his people, and indifference to their welfare. Still others reflect on his intelligence, several Chinese stating that he is not fit to hold his official post, and owes it simply to intrigue and purchase from, or influence with, Li Hung-Chang. A few of the Chinese allege that he had in play with the

consul is St. Balanca, and hint at the possibility of the latter's being recalled to China with the consul, should the charges against the latter be sustained.

Should a change in the consular take place, it is doubtful who would be appointed successor to Chen Yi Chiong, the present incumbent. It is possible that the Hon. Li Yung Yew, who was formerly consul-general, and is alleged to have been intrigued from his position by Chen Yi Chiong, might be restored.

Li Yung Yew is at present in Madrid. On his departure in December of 1899, he was singularly enough accorded many marks of Imperial favour, such as promotion, and a year's vacation, besides being appointed Charge d'Affaires at Madrid. He was a Canton man. The result of the Washington commissioner will be embodied in the form of a report to his superior, Minister Wu. The decision of that official will not be known for two or three months.

KANG YU WEI.

King Yu Wei, says the *Penang Gazette* has been living in retirement in Penang for the last few months. He was originally located in Singapore, but Sir Alexander Swettenham caused him to be brought to Penang, apparently for greater safety, and here at first the most elaborate precautions were taken to guard him from all dangers. Guards of Sikhs were on duty day and night round his house, no one being permitted to go there without due authority, and on such occasions as Kang Yu Wei ventured out a Sikh guard was also in attendance. We believe these precautions have been considerably relaxed of late, and that "His Excellency" as we believe he may rightly be termed, now drives freely about the island. Guards are, however, still stationed about his house, but we do not think that the authorities now consider him to be in any danger, such as was feared when he was first brought to Penang.

THE COCOS TELEGRAPH STATION.

The East. Ex. Tel. Co.'s party to establish a telegraph station on Direction Island, one of the Cocos Group, left Singapore for there on the 2nd inst. by S.S. *Giang Ann*, which has been specially chartered for the trip.

The number comprised Mr. A. Cameron (Superintendent), Messrs. A. E. Spriggs, I. Ingram, A. Macartney, and J. Wishart, and about thirty assistants, who will act as carpenters, boatmen and house servants.

The are at present no buildings on Direction Island and the *Giang Ann* is conveying thither materials for erecting temporary quarters, also stores and provisions to last the party during the remainder of the present year.

The station will be a connecting link in the cable between West Australia and the Cape and the ships engaged in the work of laying that cable, the *Scalia* and the *Angita*, are expected at Direction Island some time during September. These vessels will also bring out supplies and building materials from home for the station, which, it is expected will be augmented, later on, as regards staff etc.—*Singapore Free Press*.

CYLINDRICAL BOILER v. BELLEVILLE.

THE "HYACINTH" OR "MINERVA" TEST.

The trial between the *Minerva*, with her cylindrical boilers, and the *Hyacinth*, fitted with Belleville boilers, begins to-day, July 6th says the *Pall Mall Gazette*. Both ships are to take in the same amount of coal from the same stack, and they are to steam to Gibraltar at sixteen knots and to cruise about until their coal is exhausted. At Gibraltar they are to have their boilers cleaned and their bunkers refilled, and then to run for Portsmouth for all they are worth. It is noticeable that the officers of the *Minerva* have declined the bet of a dinner on the race which was offered them by the officers of the *Hyacinth*.

The *Hyacinth's* coal capacity is six hundred tons, and that of the *Minerva* five hundred and fifty tons. In weight of boilers, the *Hyacinth* has a considerable advantage, as her Bellevilles are much lighter than the Scotch boilers with which the *Minerva* is fitted. In the preliminary trials carried out recently from Portsmouth the *Hyacinth* had somewhat the advantage in speed, but a greater evaporation of water for each pound of coal burned took place in her boilers than in those of the *Minerva*; but the data obtained during these tests was not regarded as conclusive. Each ship will have on board members of the Boiler Committee and also a special recording staff. During 1896 a series of competitive tests were carried out in the vicinity of Gibraltar between the *Highflyer*, a ship similar to the *Hyacinth*, and the *Minerva*. These resulted, not unlike the trials recently concluded between the two ships now competing, for whereas the *Highflyer* developed slightly the better speed, the *Minerva* showed the more economical coal consumption. But since that time the Belleville boilers of the *Highflyer* have given much trouble, whereas the *Minerva's* boilers have been in good working order with but little difficulty.

VLAKFONTEIN.

KILLING THE WOUNDED.

General Dixon's column is one of the many that zig-zag about the country establishing posts, building and garrisoning block houses, burning and punishing, protecting and relieving, as occasion demands or justice dictates.

TREACHEROUS GROUND.

The country through which Dixon was passing was of that deceptive character which has so often been responsible for minor disasters, a grassy undulating country, where waving grasses veil yawning dongas, and the apparently flat plain is scarred and seamed with slits and water-courses, where a whole commando might ride parallel to the column that is pursuing it and remain undetected.

There can be little doubt that the Boers made use of such a hiding-place to creep up to our force until almost within striking distance, and half a dozen lighted matches applied to the tinder-dry grass, the wind being in the proper quarter, completed the screen. Nor can there be any question as to the premeditation of the assault; and I am willing to accept the general theory that the enemy had for days only been waiting for a favourable opportunity for the attack to be delivered.

General Dixon's force consisted of three squadrons Imperial Yeomanry, four guns 28lb and 8th Royal Field Artillery, 40 King's Own Scottish Borderers, 400 Derbyshire Regiment, one squadron Scottish Horse, one pom-pom, and one 5-inch howitzer.

The force had been out farm burning in the morning, and was returning to camp at about 1.30 in the afternoon. To guard as far as possible, from surprise the force was split up into two wings, moving simultaneously in the same direction, but a considerable distance apart. When the columns reached a point which was presumably as far from the camp as each wing was from the other the two parties converged on to the point represented by the camp, so that the lines of direction may be roughly followed by playing a V sideways, the force moving down the upper road consisting of two squadrons Imperial Yeomanry, two

guns, 200 Derby, and a few Scottish Horse. The pom-pom had also been with this party, but was withdrawn before the fight and was with the main body, which was moving up the lower road.

As the column advanced leisurely along the top road, the scouts skirting the grass fire, some shadowy forms were seen to be moving about. Through the smoke they were indistinguishable, but they were challenged, and replied satisfactorily enough, "All right; we are Scottish Horse," and as they seemed to be dressed in khaki, and wore the regulation cock's feathers in their hats, very little notice was taken until a heavy gust of wind rent for a moment the veil of smoke—and there was the Boer army! With a yell the whole Boer force dashed forward, galloping through the low hanging smoke, the hoofs of a thousand horses tramping down the fire. Firing from their saddles, the Boers came on with a rush, and as the little English force fell back in confusion the gunner officer, seeing that the fate of his guns was settled, pistoled his horses.

KILLING THE WOUNDED.

The confusion was only for a moment, for, rallied by their officers, the raw Yeomen, who two months ago had never fired a rifle, took cover and held the Boers in play, while the good old Derbys, grown wise in warfare, prepared to make an attempt to retake the guns. In the meantime the jubilant Boers had reached the spot where the guns stood, the dying horses lying in the traces and the victims of the first volley lying around, and a gleam of an officer who had not time to get away an immediate lesson in gunnery. He refused to turn the guns on to his own comrades—those who go without saying—and who shot dead for his refusal. A sergeant major of the battery met with the same fate.

What happened then may be described in the words of my informant: "A couple of Boers armed with Martinis walked round the forms of the dead and dying men who were stretched in every conceivable attitude on the ground. Some they turned over to see if they were dead. If they weren't one or the other of the two Boers shot them, just slipping a cartridge into the breach of the Martini and shooting them as you'd shoot an ox. I saw four men killed this way. The Boers went on to Lieutenant—of the—, and turned him over. Then, thinking that he was dead, they took off his spurs. One officer was lying wounded, and a sergeant who was slightly wounded went across to him with some water, a fired Boer shot them both dead deliberately. The youngest I think he was a Yeoman—pleaded for his life. I heard him say, 'O Christ—don't!' and then the bang of the rifle. That was what happened."

Then came the other wing with their howitzer, and the Boers managed to work the newly-captured guns, and got in half a dozen shots. By this time the Derbys were ready. Bayonets rattled on to barrels, and with that jog-jog step that knows but one pace and stops only at one objective they came on with a rush. They say that raw Yeomen and seasoned Tommies mingled together in the final rush, but whoever else was there, the Derby Tommy was in it, and the Boers, who for the moment had been the victors, inflicting on us something which looked suspiciously like a disaster, turned and fled, leaving their bayoneted dead to be buried.

EDGAR WALLACE in *Daily Mail*.

QUAINT NAMES OF COMMON FLOWERS.

At this time of the year when every hedgerow and coppice is a background of tender green to innumerable flowers, one cannot help trying to forget that any one has been so unkind as to bestow dry botanical names upon them. As for oneself, one welcomes back these friends by their quaint old-world names instead. And very pretty, too, some of them are. For instance the ground ivy in many parts of England is known as "Gill-run-along-the-ground." It is but a modest looking little plant, with its aromatic leaves and tiny blue flowers, but it clothes many a bank, and creeps and trails where very often no other vegetation will grow.

There are two "jacks" for this "Gill," Jack-in-the-hedge, a familiar friend, with its small white flowers and garlicky smell, and Jack-go-to-bed-at-noon, an autumn flower, unlike the dandelion, and as its name implies, a flower not given to late hours. Every one knows the "Lady's Slipper" and some pastures, with its dainty gold buds and flowers and its trefol leaf. Perhaps some fond lover stood godfather, for certain it is that takes a lover's imagination to see any resemblance to a slipper in the butterfly bloom of the trefol.

"Mother of Thousands," with its minute lilac blossoms and round leaves, falls in many a festoon and curtain from old walls and ruins. A less matronly name for the same plant is "Ivy-leaved toadflax."

For a spring flower, one can hardly imagine a more delightfully suggestive name than "Wake Robin!" otherwise known as "Wild arum," and to village children as "Lords and ladies." Of course, the children much prefer the latter name, for what child does not love anything suggesting pomp and ceremony.

Indeed, the village child the mere words "lords and ladies" conjure up visions of something mysterious and "Sunday-like," and some how connected with clean pinafores, clean faces, curtsies, and the "folk" up at the big house. There is a most modest-looking little flower called "Holy herb," or "Simples' toy," and though the name is so interesting, there seems, alas! no clue as to how it came by the same. "Holy vervain" it is also called in some parts.

"Bedstraw," or "Our Ladies' Bedstraw," is an old friend. It creeps along the moorland ground and in hedges, and the masses of minute, yellow blossoms smell sweet enough. Some say that "Our Ladies' Bedstraw" is a corruption of "Our Lady's Bedstraw," and there seems some foundation for this idea, as it has been frequently said that the words "Our Lady's" are frequently used by the regular whores of the street. There is also a legend that this flower first bloomed on the first Christmas morning. In bygone times many an old fellow, in smock and gaiters, consulted the "Shepherd's weather-glass," or the "little red pimpernel," as we call it. Nowadays Corydon must needs have his local newspaper of a morning, and turns to the notices sent out by a Meteorological Office.

"Balm for the Warrior's Wound." One of St. John's words bears this fascinating old name. "Balm for the Warrior's Wound." One almost envies the stickler here, who "Lady Fair" pressed the cool leaves to the hot and dusty wounds. Along the hedges of the ploughed fields, and on bits of waste grounds there smiles many a tiny pansy face. "Love-in-idleness" is Shakespeare's name for the little wild heart's ease. The common homely plant has for its old name "Way-Bread" one can only suppose because of its being met with on every wayside. The purple-flowering sage was called "Clary," because there was an old belief that the seeds would clear the eye.

There are many quaint names of flowers used locally, and these, unfortunately, are now gradually dying out. For have not the rising generation brand-new coloured diagrams of plants, scientifically named and classified in every village school? We may yet live to hear Tommy's mother call out to him to bring in some "Stellaria media" for the country. Up to now she still asks for chickweed—*Pall Mall Gazette*.

AS OTHERS SEE US.

Thus the *Sydney Bulletin*—

"Approx late cables re the deadliness of the Plague at Hongkong, thus a *Bulletin* correspondent."

The other day I was jostled in Queen's Road (Hongkong's main thoroughfare) by two coolies carrying one of the Sanitary Department's "dead-boxes." Slowed down to let beaters and their unsavory burden get something like an offing, but they deposited it on the sidewalk, and sitting one at each end, coolly rolled and lit cigarettes. No wonder the plague is finding victims among white business employees. All Hongkong rejoices at a prolonged spell of wet weather, as the drains get some chance of a partial cleaning, but whole oceans would be needed to shift the magnificent accumulations of filth.

NOTANDA.

CALENDAR.

AUGUST.
Meteorological means based on fifteen years' observations to 1898.
Barometer 29.755
Thermometer 81.0
Humidity 83.
Rainfall 13.482

TO-DAY.
WEATHER REPORT.
On date at 4 p.m.
Barometer 29.70—29.63
Temperature 81—79
Humidity 78—86
Rainfall —

TO-DAY.
Thursday, 8th August, 1901.

Chinese—25th of 6th moon of 27th year of Kwang-shi.

Sun—Rises 5hr. 22min.

Sets 6hr. 43min.

High water—Morning 2hr. 39min.

Afternoon 4hr. 14min.

Low water—Morning 10hr. 35min.

Afternoon 4hr. 21min.

ANNIVERSARIES.

1867—Typhoon in Hongkong. Praya wall destroyed.

1881—Transvaal Republic proclaimed.

Mails.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU W. Thompson	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	TO-MORROW, 9th August, at Daylight.
MIKE MARU M. Yagi	KOBE and YOKOHAMA	TUESDAY, 13th August, at Noon.
SANUKI MARU W. Townsend	KOBE and YOKOHAMA	FRIDAY, 16th August, at Daylight.
YAMAGUCHI MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 16th August, at Noon.
KAMAKURA MARU H. Petersen	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 19th August, at 4 P.M.
KAWACHI MARU J. S. Thompson	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 23rd August, at Daylight.
ROSETTA MARU N. Tate	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 23rd August, at Noon.
KASUGA MARU H. Fraser	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 23rd August, at 4 P.M.
HAKATA MARU F. L. Sommer	KOBE and YOKOHAMA	FRIDAY, 30th August, at Daylight.
KAGA MARU J. W. Ekstrand	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Sept., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 24th Aug., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 17th Sept., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 12th Oct., at Noon.

THE Twin Screw Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 24th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding Orders to EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 3rd August, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE of STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the PACIFIC COAST and Interior Points of U.S.A. to the

ORIENT.
For further Particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK. To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits: FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & Co., Agents.

Hongkong, 10th July, 1901.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"COROMANDEL" Captain F. W. Vibert, R.N.R., carrying His Majesty's Mails, will be despatched from this BOMBAY, on SATURDAY, the 17th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 3rd August, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailing.
Braemar	3,601	W. Watt	Aug. 27
Duke of York	3,821	J. S. Cox	Sept. 10
Olympia	2,837	J. Truebridge	Oct. 1

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.
Excellent accommodation. First-class Table. Doctor and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA TO NEW YORK in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA TO DYNA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 2nd August, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

Steamers.	Days of Week.	Proposed Sailing.
"HUDSON"	about 9th Aug.
"HEATHBURN"	15th Aug.
"JUPITER"	4th Sept.
"MOGUL"	21st Sept.
"KURDISTAN"	12th Oct.
"KATSUMA"
"LENNOX"

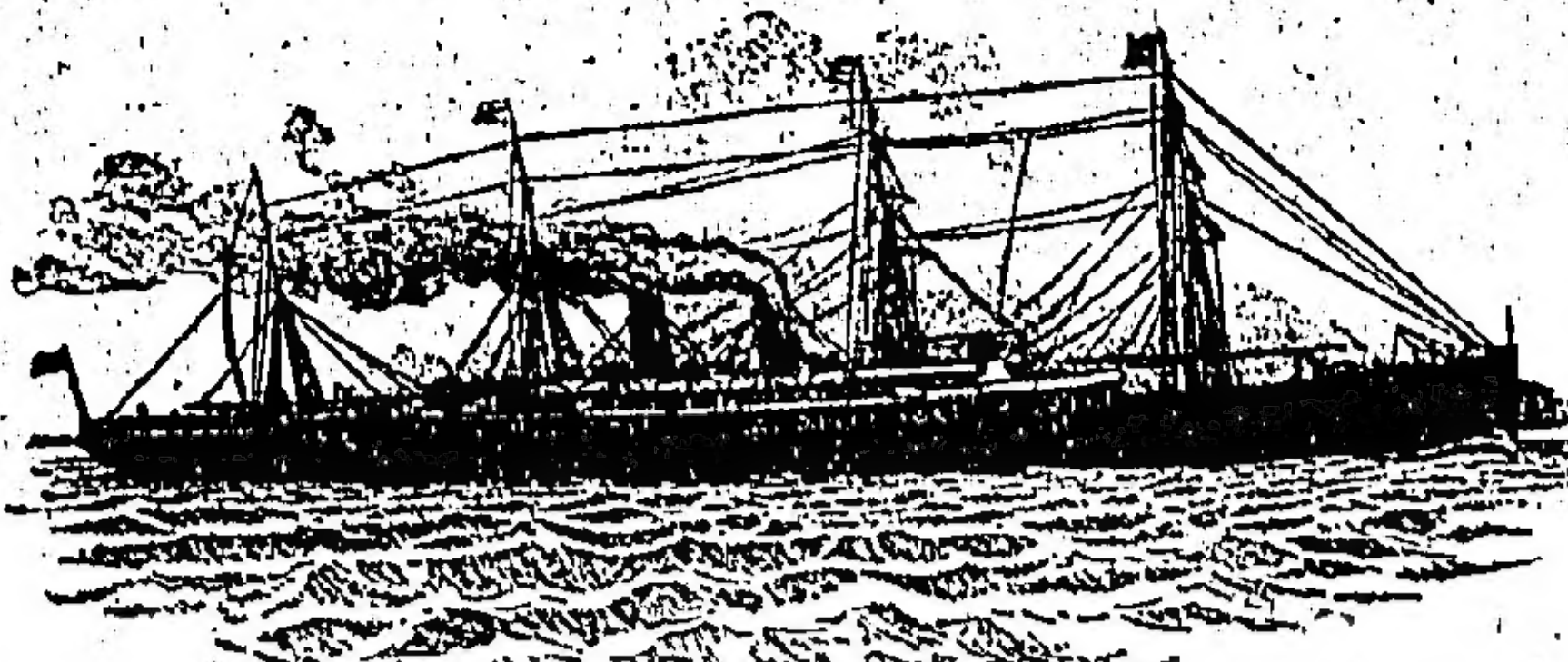
For Freight and further Information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 7th August, 1901.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	THURSDAY, 15th August, at Noon.
"PEHU"	SATURDAY, 31st August, at Noon.
"CEPTIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GAELIC"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on THURSDAY, the 15th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding Orders to EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

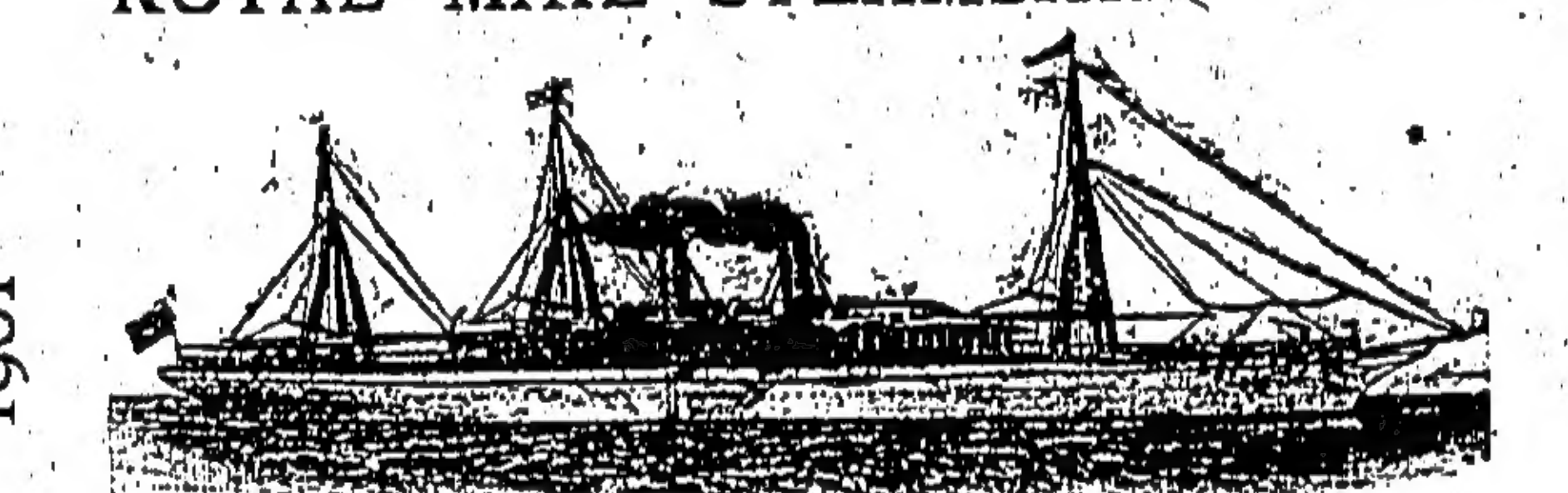
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 6th August, 1901.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 28th August.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 25th September.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 23rd October.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 7th August, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ACILIA	HAVRE, BREMEN and HAMBURG (Calling at SINGAPORE and COLOMBO)	12th August, Freight.
v. Döhren	HAVRE and HAMBURG.
ALEXANDRIA	(Calling at SINGAPORE and PENANG)	27th Aug. Freight.
Roerden	HAVRE and HAMBURG.
SIBIRIA	(Calling at SINGAPORE and COLOMBO)	10th Sept. Freight and Passengers.
Porzellus	HAVRE and HAMBURG.
ANDALUSIA	(Calling at SINGAPORE and PENANG)	21st Sept. Freight.
Ehlers	HAVRE and HAMBURG.
ARABIA	(Calling at SINGAPORE and COLOMBO)	5th October. Freight.
ARAGONIA	NEW YORK via SUEZ CANAL.
Fort	End of August or beginning September.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Hongkong, 7th August, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL
SAMARANG and SOERABAYA	"H. MENZEL"	10th instant.
SHANGHAI	"NINGPO"	11th instant.
KOBE and MOJI	"IOHANG"	12th instant.
TIENTSIN	"KWEIYANG"	14th instant.
MANILA	"SUNGKIANG"	16th instant.
SHANGHAI	"CHANGSHA"	24th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th August, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"IDOMENEUS"	9th August, A.M.
"	"OBESITES"	13th August.
"	"AJAX"	20th August.
"	"TYDEUS"	26th August.
"	"PYRHEUS"	4th September.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL
LONDON	"PELEUS"	20th August.
LIVERPOOL (DIRECT)	"SPENTOR"	3rd September.
(Taking Cargo at LONDON RATES)	"PATROCLUS"	11th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 7th August, 1901.

"GLEN" LINE.

FOR SHANGHAI.

THE Steamship

"GLEN TURET" Captain R. Webster, will be despatched as above TO-MORROW, the 9th instant, at 4 P.M.

For Freight, apply to MCGREGOR BROS. & GOW, Hongkong, 6th August, 1901. [841c]

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA" Captain D. Costa, will be despatched as above on TUESDAY, the 13th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 6th August, 1901. [843c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship.

"DAIJIN MARU" Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 18th instant, at Noon.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 5th August, 1901. [226c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY. THE Company's Steamship.

"MAIDZURU MARU" Captain K. Sudo, will be despatched for the above Ports, on WEDNESDAY, the 21st instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 7th August, 1901. [226c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Stratigyle..... about Sept. 15

THE Steamship

"STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. 15th July, 1901. [750c]

FOR VLADIVOSTOCK. CALLING AT SHANGHAI IF INDUCEMENT OFFERS.

THE Steamship "TAIFU" shortly due, will be despatched as above. For Freight and other information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 2nd August, 1901. [182c]

SAILING VESSELS.

FOR NEW YORK. THE 3/4 A. L. American ship

"I. F. CHAPMAN" shortly expected here from KOBE, will load for the above Port and will have quick despatch. For Freight, apply to ARNOLD, KARBURG & Co.

Hongkong, 2nd July, 1901. [169c]

FOR NEW YORK. THE 3/4 A. L. American ship

"MANUEL LLAGUNA" will load during September and October, sailing about 25th October. For Freight, apply to SHEWAN, TOMES & Co.

Hongkong,

Intimations.

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 29th July, 1901

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

12th October, 1896.

(21)

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, FECKHAM, LONDON, ENGLAND.

G. GIRAULT,

6, QUEEN'S ROAD CENTRAL.

ARRIVAL OF THE LATEST PRESERVED AMERICAN DAINTIES.
Just Opened, Call and Inspect, Best quality, direct from the Factory.
Hongkong, 24th June, 1901.

A. LING & Co.,

FURNITURE STORE.

(Next Door to Messrs. WATKINS & Co.)
QUEEN'S ROAD CENTRAL.
Speciality:
FOOCHOW LACQUER WARE.
Hongkong, 18th June, 1901.

BOARD
AND
RESIDENCE.

Mrs. HUBBARD.
156, QUEEN'S ROAD EAST.
Hongkong, 23rd July, 1901.

THE
ROBINSON
PIANO CO., LIMITED.BEST VALUE IN
PIANOS.

MONTHLY PAYMENT
SYSTEM.

TUNING. REPAIRS.

Our Speciality.
INSTRUMENTS.
STRINGS.

MUSIC.

Grand stock, reduced to clear.
Hongkong, 28th May, 1901.

NEW GOODS.

PLENTY
IN
HAND.

D. NOMA,
No. 12,
Beaconsfield
Arcade,
Opposite the City Hall.

Hongkong, 30th April, 1900.

SIEN TING,

SURGEON DENTIST,
No. 11, D'AGUIAR STREET.

TERMS VERY MODERATE,
Consultation free.

Hongkong, 27th September, 1900.

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI,
SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.
50, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901.

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.

No. 4, Queen's Road Central.
Hongkong, 31st January, 1901.

The Share Market.

LATEST QUOTATIONS.

(August 8th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$25	39 1/2 premium
The Bank of China & Japan, Limited	£ 5	Nominal
The Bank of China & Japan, Limited (Preference)	£ 4	£15 sales
The Bank of China & Japan, Limited (Ordinary)	£ 4	£15 sales
The Bank of China & Japan, Limited (Deferred)	£ 4	£15 buyers
National Bank of China, Ltd.	£ 8	£28 buyers
Do. Founding	£ 1	£15 sellers
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$340 sellers
China Traders' Ins. Co., Ltd.	\$ 25	\$60 sellers
North China Ins. Co., Ltd.	£ 25	£15 sellers
Yangtze Ins. Assoc. Ltd.	\$ 60	\$125 nominal
Canton Ins. Office, Ltd.	\$ 50	\$180 sellers
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$345 sales
China Fire Ins. Co., Ltd.	\$ 20	\$84 sales
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$36
Indo-China Steam Navigation Co., Ltd.	£ 10	\$140 sellers
China & Manila S.S. Co., Ltd.	\$ 50	\$62 sellers
Douglas Steamship Co., Ltd.	\$ 50	\$54 sellers
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£12 buyers
Star Ferry Co., Ltd.	\$ 10	\$24 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	£2 1/2 buyers
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$144 buyers
Luxon Sugar Refining Co., Ltd.	\$100	\$36 sellers
Mining.		
Punjom Mining Co., Ltd.	\$ 9	\$51 sales
Punjom Mining Preference Shares	\$ 1	\$1.25
Société Française des Charbonnages du Tonkin.		
Queen Mines, Ltd.	25 cts.	4 cents sales
Jebeu Mining and Trading Co., Ltd.	\$ 5	\$4 sales and buyers
Raub Allain Gold Mining Co., Ltd.	18s. 10d.	\$124 buyers
Oliver Freehold Mines, Ltd. A	\$ 5	\$1
Oliver Freehold Mines, Ltd. B	\$ 5	\$1
Doors, Wharves and Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$305 sellers
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$100
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	nominal
New Amoy Dock Co., Ltd.	\$ 6 1/2	\$24 buyers
Land, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	10	\$9.75 sellers
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$103
Kowloon Land and Building Co., Ltd.	\$ 30	\$30 sellers
West Point Building Co., Ltd.	\$ 50	\$11 ex div. sell.
Hing Yee Hotel Co., Ltd.	\$ 50	\$10 sellers
Oriental Hotel Co., Ltd.	\$ 50	\$65 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$13 buyers
Cotton Mills.		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$101 sales
Ewo Cotton Spinning & W. Co., Ltd.	£1s. 10d.	£1s. 4 1/2 sellers
International Cotton Mfg. Co., Ltd.	£1s. 10d.	£1s. 30 sellers
Loau-kung-mow Cotton Spinning & Weaving Co., Ltd.	£1s. 10d.	£1s. 40 sellers
Soy Chee Cotton Spinning Co., Ltd.	£1s. 50d.	£1s. 300 sellers
Yahloong Cotton Spinning Co., Ltd.	£1s. 10d.	£1s. 15 buyers
Alhambra, Limited.		
Philippine Tobacco Trust Co., Ltd.	\$ 50	\$50 sellers
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$24 buyers
China-Borneo Co., Ltd.	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$16 sellers
Watkins, Limited	\$ 10	\$104 sales
Hongkong Electric Co., Limited	\$ 10	\$124 buyers
Hongkong Electric Co., Limited	\$ 5	\$6.10
Hongkong and China Gas Co., Ltd.	£ 10	\$140 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$172
Geo. Fenwick & Co., Ltd.	\$ 25	\$55 sellers
Hongkong High Level Tramway Co., Ltd.	\$ 25	\$181 buyers
Dairy Farm Co., Ltd.	\$100	\$275 buyers
Hongkong and China Bakery Co., Ltd.	\$ 5	\$50
Campbell, Moore and Co., Ltd.	\$ 10	\$20 buyers
Bell's Asbestos East Asia Agency, Ltd.	£ 1	\$1.10
United Asbestos Oriental Agency, Ltd.	\$ 4	\$111 sellers
Tebrau Planting Co., Ltd.	\$ 5	\$2 sellers
Universal Trading Co., Ltd.	\$ 20	\$194 buyers
H. C. Slater & Waterboat Co., Ltd.	\$ 5	\$8 buyers
China Light & Power Co., Ltd.	\$ 20	\$20
Robinson Piano Co., Ltd.	\$ 50	\$50
Manila Investment Co., Ltd.	\$ 50	\$50 sellers

BENJAMIN KELLY & PORTER

Share Brokers

"Rialto"

Telegraph Address: "Rialto"

Telephone No. 128.

VISITORS AT THE HONGKONG HOTEL.

Angus, Mrs. Arnold, Mr. H. Auld, Mr. J. S. Bailey, Mr. W. S. Boring, Mr. F. J. G. Black, Mr. J. Bowers, Dr. F. H. Brown, Mr. W. H. Brown, R. E. Major W. B. Brown, Mr. J. Bruce, Mr. and Mrs. Busstow, Mr. Cameron, Mr. D. H. Clark, Dr. Cole, Mr. G. E. Colson, Mr. J. S. Davies, Mrs. W. and child Denroche, Mr. P. C. Devilbiss, Mr. D. M. Discombe, Mr. G. M. Dorehill, R. A. Major Dyson, Capt. P. S. Fernald, Mr. and Mrs. Fischer, Mr. Gibson, Mr. Kennedy Glover, Mr. C. Glover, Mr. John Harding, Mr. P. Harold, Mr. W. Henningsen, Mr. H. F. Hoffman, Mrs. Howard, Mr. Thos. Hughes, Mr. W. K. Huke, Mr. A. N. Innes, Capt. Irving, Mr. E. N. Johansen, Mr. and Mrs. Kersch, Mr. E. A. Kiene, Mr. and Mrs. Kirkwood, Mr. J. Lazarus, Mr. N. Lebrond, Mr. Little, R. E. Major Long, Mr. and Mrs. D. M. Macdonald, Mr. D. Marlow, Mr. Monin, Mr. R. Parfitt, Mr. W. Pascual, Mr. C. Pirion, Mr. M. P. Piry, Mr. S. D. Quennell, Lieut. W. A. Reel, Dr. L. C. Robertson, Mr. W. R. Schouw, Mr. C. Sergeant, Mr. P. W. Smithers, Mr. R. G. Taylor, Mr. D. G. Thomas, Mr. Harry Thomson, Dr. and Mrs. Tibbey, Mr. H. M. Wakeman, Mr. G. H. Watts, Mr. and Mrs. Frank W. White, Mr. W. J. G. Williamson, Mr. and Mrs. A. A. and child Williamson, Mrs. J. and child Woodward, Mr. T. A. Woolen, Mr. J. J.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

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ORAGIEBURN.

Anderson, Mr. Jas. Brown, Mr. and Mrs. H. Matheson Crouch, Mr. J. W. Denison, Mr. and Mrs. A. Edwards, Mr. G. H. Farrow, Capt. J. Grimbles, Mr. and Mrs. G. F. Heemskerk, Mr. J. B. Holmes, Mr. W. Langlands, A. O. D. Capt. and Mrs. P. Pye, Mr. E. Burns Sisters, Govt. Civil Hospital Valpicelli, Consul Yeates, Mr. and Mrs. F. H.

KOWLOON HOTEL.

Holden, Mr. Geo. H. Holden, Capt. H. N. Laxton, Mr. R. W. Musgrave, Mrs. Salters, Mr. D. W.

EXCHANGE.

Hongkong, 8th August.
ON LONDON, Telegraphic Transfer 1/11 3/16
Bank Bills, on demand 1/11 1/16
Credits, 4 months' sight 1/11 1/16
D'iments, 4 months' sight 1/11 1/16
ON BERLIN, (demand) M. 1.98
ON PARIS, Bank Bills, on demand 2.44
Credits, 4 months' sight 2.47 1/2
ON NEW YORK, Bank Bills, on demand 47 1/2
Credits, 30 days sight 47 1/2
ON BOMBAY, Telegraphic Transfer 145 1/2
On demand 145 1/2
ON SHANGHAI, Telegraphic Transfer 73 1/2
Private 30 days sight 73 1/2
ON YOKOHAMA, T.T. 7 1/2 prem.
Sovereigns, Bank's Buying Rate 53.20
Gold Leaf 100 touch, per tael 53.20
Bar Silver 26 1/2 1/16
Dollars 26 1/2 1/16

OPIUM QUOTATIONS.

Hongkong, 8th August.
New Patna 560 per chest.
Old Patna 775
New Beavars 935 per picul.
Old Beavars 937 1/2
New Malwa 850
Old Malwa 860/890
Persian, paper tied 815

VESSELS IN PORT.

Steamers.
BORMIDA, Italian steamer, 1,499, Domenico Costa, 5th Aug.—Bombay 7th July, and Singapore 30th, General—Canton & Co. BURNSIDE, American steamer, 1,400, A. H. Laffin, 14th April—Manila 11th April, Cable—Government.
DEVAYONGSE, German steamer, 1,057, H. Textor, and Aug.—Bangkok 24th July, General—Butterfield & Swire.
EASTERN, British steamer, 3,500, Winthrop Ellis, 7th Aug.—Sydney via Timor and Manila 13th July, General—Gibb, Livingston & Co.
FLINTSHIRE, British steamer, 2,476, J. Dwyer, 20th July—Mojil 23rd July, Coal—Shewan, Tomes & Co.
GLENNFURTH, British steamer, 3,026, R. Webster, 3rd Aug.—Middlesbrough via Antwerp and Singapore 27th July, General—McGregor Bros. & Co.
IGHAM, British steamer, 1,240, W. L. Jones, 7th Aug.—Java 25th July, Sugar—Butterfield & Swire.
KNIGHT COMPANION, British steamer, 4,111, C. Froggatt, 28th July—Portland, Oregon 28th June, General—Order.
LOONGKANG, British steamer, 1,002, G. S. Weigall, 6th Aug.—Manila 3rd August, Ballast—Jardine, Matheson & Co.
MELPOMENE, Austrian steamer, 1,854, Malcolm, 7th Aug.—Shanghai 1st August, Ballast—Jardine, Matheson & Co.
MICHAEL JESSEN, German steamer, 740, Hansen, 7th Aug.—Haiphong 3rd Aug. and Holbow 6th, Rice—Jensen & Co.
MURCHIE, German steamer, 4,691, Krebs, 18th May—Caroline Islands 15th May, Ballast—Melchers & Co.
NANSHAN, British steamer, 1,200, Allan Jones, 4th August—Hongkong and August, Coal—Bradley & Co.
NUPHAR, British transport, 2,870, J. E. Sandilands, 4th Aug.—Calcutta 22nd July, Ballast—Government.

OAK BRANCH, British steamer, 2,064, H. Scheel, 12th June—Mororan 4th June, Coal—Doddwell & Co., Ltd.
PERLA, British steamer, 1,286, J. E. McArthur, 7th Aug.—Manila 4th Aug.—General—Shewan, Tomes & Co.
PHRA CHOM KLAO, German steamer, 1,011, J. A. Morris, 3rd Aug.—Bangkok 28th July, Rice and Timber—Butterfield & Swire.
QUARTA, German steamer, 1,146, H. Johannsen, 6th Aug.—Canton 6th Aug., General—Siemssen & Co.
ROBERT DICKINSON, British steamer, 1,331, McDonnell, 2nd Aug.—Penang 25th July, Petroleum Oil—Arnhold, Karberg & Co.
SABINE RICKMERS, British steamer, 690, J. R. Nasbet, R.N.R., 6th Aug.—Canton 5th Aug., General—Arnhold, Karberg & Co.
ST. ENOCH, British dredger, 650, R. Rawcliffe, 3rd May—Wei-hai-wei 25th May.
SISHAN, British steamer, 845, H. Holton, 6th July—Saigon 5th July, General—Bradley & Co.
TAISHAN, British steamer, 1,122, E. Stovell, 21st July—Bangkok 14th July, Rice—Bradley & Co.
TARTAR, British steamer, 2,768, E. Beecham, 3rd Aug.—Vancouver, B.C. 6th July, General—C. P. R. Co.
TETARTOS, German steamer, 1,518, Dinse, 1st Aug.—Java 23rd July, Sugar—Siemssen & Co.
TING SANG, British steamer, 1,045, W. E. Sawyer, 3rd Aug.—Mojil 28th July, Coal—Jardine, Matheson & Co.
VICTORIA, American steamer, 2,112, J. Panton, 1st Aug.—Tacoma, U.S.A. 4th July, General—Doddwell & Co., Ltd.
VICTORIA, Swedish steamer, 989, J. A. Hillberg, 31st July—Sourabaya 21st July, Sugar—Chinese.
Y. SONTAN, American steamer, 585, D. J. A. Goltirolo, 13th July—Manila 10th July, General—Order.

Sailing Vessels.
BRIZEUX, French ship, 1,400, Gonrio, 7th Aug.—Cardiff 17th April, Coal—Order.
CELESTE BURRILL, British ship, 1,704, C. A. Treffy, 29th May—Manila 9th May, Ballast—Order.
HOLLISWOOD, American bark, 1,084, E. M. Knight, 14th June—Fremantle, W.A. 3rd May, Sandalwood—Order.
L. SCHEFF, American ship, 1,673, Kendall, 5th July—Manila 25th June, Ballast—Carlowitz & Co.
MANUEL LLAGUNA, American ship, 1,650, Nichols, 29th June—New York 3rd Mar., Kerosine Oil—Standard Oil Co.
MARECHAL DE VILLARD, French bark, 1,171, Rionat, 31st May—Cardiff 4th Jan., Coals—E. A. Trading Co.
SEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb., Ballast—Master.
SUSQUEHANNA, American ship, 2,590, M. T. Bailey, 24th July—Manila 17th July, Ballast—Siemssen & Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.
Hongkong, August 8th, 1901.
Alacrity, despatch vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. C. G. F. M. Craddock, Shanghai.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Shanghai.
Aethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Stirling, Woosung.
Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Shanghai.
Astron, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.
Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Foochow.
Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,165 i.h.p., Captain G. J. S. Warrender, Nagasaki.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Woosung.
Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.
Briton, 2nd-class cruiser, 1,770 tons, 6 guns, 1,600 i.h.p., Commander Sir Bouchier Wrey, Bart, Hankow.
Bristolmer, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. Comdr. E. A. Baird, Foochow.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, en route Japan.
Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Hongkong.
Edith, 1st-class cruiser, 5,600 tons, 12 guns, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, Wei-hai-wei.
Ester, 2nd-class gunboat, 361 tons, 3 guns, 200 i.h.p., Lieut. Comdr. F. Hunt, Chinkiang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.
Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton.
Glory, 1st-class battleship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. Corter, Hongkong.
Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.
Handy, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. C. G. Handy.
Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.
Isis, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Hongkong.
Janus, torpedo-boat destroyer, in reserve.
Linnets, gun-vestel, 750 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore.
Lisard, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Woosung.
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.
Otter, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Shanghai.
Phaon, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.
Pique, 1st-class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Capt. Oldham, Hongkong.
Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.
Plover, 1st-class gunboat, 451 tons, 4 guns, 1,200 i.h.p., Lieut. Comdr. O. V. de M. Cowper, Shanghai.
Redpoll, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut. Com. C. F. Corbett, Shanghai.
Robin river-gunboat, 2 guns, Lieut. Comdr. G. G. Webster, West River.
Roarior, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, Singapore.
Sandsifter, British sloop, 2 guns, 1,200 i.h.p., Comdr. Carr, West River.
Sandy, river-gunboat, 85 tons, 2 guns, 120 i.h.p., Lieut. and Comdr. O. Oldham, Yangtze.
Swift, 2nd-class gunboat, 750 tons, 6 guns, 870 i.h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut. Comdr. C. P. Beatty-Powall, Hongkong.
Tahiti, 2nd-class cruiser, 1,600 tons, 8,000 i.h.p., Capt. F. G. Stopford, Hongkong.
Tasman, receiving ship, 4,950 tons, Commodore Towell, C.B., Hongkong.
Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.
Tweed, coast defence gunboat, 361 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.
Waterwitch, surveying ship, 620 tons, Lieut. Comdr. Lyne, Wei-hai-wei.
Walling, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt. Comdr. Mackenzie, D.S.O., Shanghai.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.
Woodcock, river-gunboat, 2 guns, 560 i.h.p., Lieut. Comdr. Watson, Kiangning.
Woodcock, river-gunboat, 2 guns, 550 i.h.p., Lieut. Comdr. H. E. Hill, Hongkong.
Torpedo-boats in Reserve Nos. 8 to 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.
Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.
Holland, Dutch cruiser, 8 guns, 3,000 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.
Kaiserin Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 i.h.p., Capt. Wiber, en route Singapore.
Koninkrijk Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossum, Swatow.
Leopard, Austrian cruiser, 1,600 tons, Captain Muller, Saigon.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
Maria Theresa, Austrian cruiser, 10 guns, 5,000 tons, 9,750 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.
Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,735 i.h.p., Capt. Jansen, Taku.
Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.
Zenit, Austrian cruiser, 2,200 tons, Captain Runst, en route Singapore.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.
Ho-nam, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Powan, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,352, C. V. Lloyd, Butterfield & Swire.
Hoi-tong, Chinese steamer, 409 tons, Captain Chai Wo Koo.
Tai